Amendments to the CLAIMS:

Without prejudice, this listing of the claims replaces all prior versions and listings of the claims in the present application:

LISTING OF CLAIMS:

1-7. (Canceled).

8. (Original) A method of controlling an engine, comprising the steps of:

determining, on the basis of a first variable which characterizes an injection quantity and a second variable which characterizes an angular position at which the injection quantity is metered, a third variable which characterizes a torque supplied by the engine;

determining, on the basis of a fourth variable which characterizes an intent of a driver, a fifth variable which characterizes a torque desired by the driver; and

analyzing the third variable and the fifth variable for the purpose of fault monitoring.

9. (Currently Amended) The method according to claim 8, wherein:

the first variable corresponds to an actuation duration of an output stage of ~~one of~~ a solenoid valve ~~and a piezoactuator~~.

10. (Original) The method according to claim 9, wherein:

the angular position is that of a crankshaft; and

the second variable corresponds to the angular position of the crankshaft at which the injection occurs.

11. (Original) The method according to claim 8, wherein:

the fourth variable corresponds to a position of an operating element.

12. (Original) The method according to claim 8, further comprising the step of:

detecting a fault when the third variable and the fifth variable differ by more than a threshold value.

13. (Original) The method according to claim 8, wherein:

the fault monitoring takes place only in certain operating states.

14. (Original) A device for controlling an engine, comprising:

an arrangement for determining, on the basis of a first variable which characterizes an injection quantity and a second variable which characterizes an angular position at which the injection quantity is metered, a third variable which characterizes a torque supplied by the engine;

an arrangement for determining, on the basis of a fourth variable which characterizes an intent of a driver, a fifth variable which characterizes a torque desired by the driver; and

an arrangement for analyzing the third variable and the fifth variable for the purpose of fault monitoring.

15. (New) The method according to claim 8, wherein the fourth variable is determined using an accelerator pedal position and a torque characteristic map.

16. (New) The method according to claims 9 or 24, wherein:

the fourth variable corresponds to a position of an operating element.

17. (New) The method according to claims 9 or 24, further comprising the step of:

detecting a fault when the third variable and the fifth variable differ by more than a threshold value.

18. (New) The method according to claims 9 or 24, wherein:

the fault monitoring takes place only in certain operating states.

19. (New) The method according to claims 9 or 24, wherein the fourth variable is determined using an accelerator pedal position and a torque characteristic map.

20. (New) The method according to claims 10 or 25, wherein:

the fourth variable corresponds to a position of an operating element.

21. (New) The method according to claims 10 or 25, further comprising the step of:

detecting a fault when the third variable and the fifth variable differ by more than a threshold value.

22. (New) The method according to claims 10 or 25, wherein:

the fault monitoring takes place only in certain operating states.

23. (New) The method according to claims 10 or 25, wherein the fourth variable is determined using an accelerator pedal position and a torque characteristic map.

24. (New) The method according to claim 8, wherein:

the first variable corresponds to an actuation duration of an output stage of a piezoactuator.

25. (New) The method according to claim 24, wherein:

the angular position is that of a crankshaft; and

the second variable corresponds to the angular position of the crankshaft at which the injection occurs.